

KING'S SKINSHIP AIDING KAISER

British Liberals Object to Trial
in London Because of
Relationship.

LONDON, July 7.—Considerable opposition to the proposed trial of the ex-Kaiser in London is developing among Liberal leaders here.

While the majority of newspaper writers are spending their time in conjecturing as to what will be the Kaiser's fate, the Liberal leaders are busy with the question of whether the Kaiser will be confined in, who the judges will be, and other details of the event, steadily growing opposition to the whole affair is becoming evident.

The reason most prominently advanced against the trial here in Liberal circles is that it will be almost impossible to secure a fair trial for the accused in England, or in any allied country. In the Daily News, A. G. Gardiner, editor, presents numerous reasons against bringing Wilhelm to England, and urges Parliament to refuse to sanction such a move.

One of the reasons advanced, and one which is bound to provoke considerable comment, is that the relationship between the German and the reigning British royal families is apt to create embarrassment and cause a complex situation.

The intended prisoner, it is pointed out, is a grandson of the late Queen Victoria and the son of a British prince. The ex-Kaiser also is a cousin of King George.

Dutch Would Like Kaiser to Depart

AMSTERDAM, July 7.—Discussing extradition of the former German Kaiser, the Telegraaf today said:

"The Kaiser and crown prince are aware that their departure would greatly please the Dutch government, so long as this departure did not take the nature of a flight. The fact that he has been so closely guarded by Dutch troops is due solely to a desire to prevent the Kaiser's secret escape. Should the Kaiser attempt to escape following an allied demand that he be given up, the Dutch government would immediately place him under arrest."

COP ARRESTS CHIEF FOR AUTO HUNTING

ATLANTIC CITY, July 7.—Strong for the performance of his duty under all circumstances Patrolman Harry Bailes, appointed traffic officer at South Carolina and Pacific avenues soon after his recent return from the war, took Chief of Police Bob Miller into custody yesterday on the charge of encroaching with his machine on the safety zone on Bailes' post.

"Get back there," shouted Bailes, as the chief's car edged up for a vantage point as soon as the signal for the start of traffic would be given.

"I'm not violating the law," said the chief mildly. "It's customary to keep off the safety zone when traffic is stopped, but you can't arrest drivers for it."

"I can't, hey?" shouted Bailes, jumping on the running board of the chief's car. "You watch me take you to the city hall."

The chief's anger gave way to amusement on the trip and he concealed his identity until headquarters was reached. Then he invited Bailes into his office. The traffic officer was taken completely by surprise when he learned he had arrested the chief, but he insisted that his action was justified.

"The sergeant told me to play no favorites," he said, "and I am obeying orders."

FIRST TO JOIN U. V. OF R.

SALINA, Kan., July 7.—Miss Ida Dreher, who served for eight months as a nurse at Base Hospital No. 27, Augers, France, is the first woman in the United States to join the United Veterans of the Republic. Miss Dreher joined the Salina Chapter, the second chapter organized in the United States.

How much "Turkish"?

Can some men get too much "Turkish"?

See Thursday's Papers

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Prohibition Is Voted Success by 26 of 28 Dry State Governors

The board of temperance, prohibition and public morals of the Methodist Episcopal Church today made public the answers to a prohibition questionnaire sent to governors of twenty-eight prohibition States and the mayors and police chiefs of the ten largest dry cities.

All replies from governors as given by the board were favorable to prohibition except that of the governor of New Mexico, who declared only for closing of the saloon. Governor Harding of Iowa was unable to reply because of illness.

Police Chief Lancaster, of San Antonio, Tex., gave the only verdict against prohibition, according to the board.

JILTED, SHOTS GIRL, LEAPS TO HIS DEATH

NEW YORK, July 7.—At the refusal of Josephine Carmen to accept a marriage proposal made while she lay in bed with her sister, Andrew Warshaur, last night fired three bullets into her and then killed himself by jumping through a window.

Before Josephine and her sister, Mary, fourteen, retired last night, Warshaur demanded of the elder girl that she marry him. She scorned his proposal. The jilted suitor threatened to "get even."

The girls were awakened shortly afterward by Warshaur's entrance into their bedroom.

"Get out of here," demanded Josephine, "I will never marry you."

"If you don't I'll kill you," threatened Warshaur.

The girl replied, "If you don't leave our bedroom I'll scream for help."

"You won't get a chance to," retorted the man, drawing a revolver from a hip pocket.

Screaming, the two girls leaped up. Before they could get out of bed, Warshaur had fired three times. Two of the bullets struck Josephine in the right shoulder, the third grazing her forehead. None hit Mary.

Both girls ran, crying for help. Terror-stricken, their assailant bolted through the house to the front room, fourteen, retired last night, Warshaur last night fired three bullets into her and then killed himself by jumping through a window.

Italy now looks for African territory

PARIS, July 7.—The compensations for the Adriatic claims which Italy seeks lie around Borku and Tibesti, south of Tripoli, and also Djibuti, says a copyrighted dispatch to the Philadelphia Ledger.

At Tibesti there are layers of copper ore which are said to be the greatest in the world. The political value of these areas is not negligible.

Tibesti and Borku are important links with French Central Africa, where Djibuti is at the head of the French penetration toward Abyssinia and is on the route to Madagascar and the Far East.

Clearly the above proposals will not meet the full approval of French circles.

In Asia Minor Italy's proposals seem likely to meet with disapproval in several quarters of the conference. It is for the British delegates to determine whether it is in the complete interest of general future peace to create another jigsaw of states, such as we have already in the Balkans, by dividing old Asiatic Turkey into too many separate spheres of influence.

The latest information from Asia Minor shows that this country is in an extremely restless state. Allotting portions to different powers for their governance under the mandatory system will undoubtedly have to be undertaken with great caution.

YANKS STILL WANT TO TRAVEL.

A report received from Red Cross headquarters at Trier, Germany, says Yank soldiers are anxious to keep on traveling. This is indicated by the great demand for maps and books of travel, and by the extensive use of a globe of the world. On this globe soldiers are said to have worn grooves planning journeys to far corners of the world.

GIRL, HUNTING JOB, FINDS A HUSBAND

LOS ANGELES, Cal., July 7.—Miss Mildred Brown, eighteen years old, never had a romance in her unhappy life until she started from this city, trundling a baby carriage containing a blanket and food, to find work in the country. The unique trip brought her a husband. She was married to Rocco Battisto, an Italian farmer, of Van Nuys.

The bride was deserted by her father and she believes that her mother is in Wyoming. Forced to work in a canning factory in the north for her living, she determined to come to Los Angeles. The "flu" scared her, and borrowing a baby buggy belonging to her landlady, she packed it with provisions and a blanket to sleep on and started for the country.

She pushed the baby carriage along the highway, sleeping near the road several nights. On reaching Van Nuys she learned that Mr. Battisto wanted a housekeeper. She applied for the job and was accepted. Two weeks later the farmer proposed marriage, and was accepted. Justice Summerfield made them man and wife.

LIST OF GERMANS MARKED FOR TRIAL

LONDON, July 7.—The Germans, whom the British, French and Belgians wish to put on trial, include:

Prince Rupprecht of Bavaria, for deportations from Lille, Roubaix, Turcoing and other places.

Gen. von Mackensen, for thefts, incendiarism and executions in Roubaix.

Von Buelow, for burning of Andenne and shooting of 100 people.

Baron von der Lanen, head of the German political department in Brussels, who was concerned in the murder of Edith Cavell and Captain Fryatt.

Admiral von Capelle, for responsibility for U-boat outrages.

Lieut. Wilhelm Werner, Comdr. Max Valentiner and Comdr. von Forstner, for sinking hospital ships.

Maj. von Kuntze, for the burning of Louvain.

Maj. von Bulow, for the destruction of Aerschoot and the execution of 150 civilians.

Gen. Olesen von Cassel, for cruelties at Dohertitz.

Lieutenant Rudiger, for cruelties at Rubien.

Maj. von Goertz, for cruelties at Maddeburg.

The brothers Niemeyer, the butlers of Holmsinden and Clausal camps, who ill-treated British prisoners.

Gen. von Tseny, for the summary execution of 112 inhabitants of Arlon.

Gen. von Ostrowsky, for the pillage of Deynse and the massacre of 163 civilians.

Gen. von Liman Sanders, for massacres of Armenians and Syrians.

Two brothers named Rochling, who were arrested by the French in the Saar valley; vast quantities of stolen machinery, covering nearly twenty acres, were found in their possession.

QUARRELING HUSBAND SHOTS AND KILLS WIFE

PARKERSBURG, W. Va., July 7.—Fred Starr is held by the coroner's jury charged with the murder of his wife, Mary Starr.

The accused had been mistreating his family, it is stated, and was lying in wait, armed, for officers who were expected to appear. His wife had been warned against going to the house, being told Starr might not recognize her and might shoot.

The woman was Starr's second wife. His first wife, it is stated, had trouble with him.

ONE KILLED IN RIOTING AT BRESCIA; FLORENCE QUIET

LONDON, July 7.—One person has been killed and several wounded in rioting at Brescia, said a News Agency dispatch from Rome today.

Order has now been restored at Brescia. Looting continues in Milan. Socialists are disclaiming responsibility for the disturbances.

War Savings Stamps pay 4 per cent interest, compounded quarterly.

SWITZERLAND, THE ASYLUM OF KINGS

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R-34, HOT, TRIES TO ESCAPE FROM FIELD

(Continued from First Page.)

The belief prevailed that if this work were completed late this afternoon, the return flight might be started at once, provided weather conditions were favorable. One of the officers on duty during the night admitted the possibility of starting late today instead of waiting until an hour before dawn tomorrow, but said that final decision in this regard naturally would rest with Major G. H. Scott, commander.

800 Men Hold Her Down.

More than 800 men assisted in aiding the R-34 to effect a landing yesterday, and they remained on duty all night, in relays of 250. This system will continue until the airship departs.

The R-34 completed its landing at Roosevelt Field at 9:32 yesterday morning, following a flight, officially set at 3,120 miles, in 108 hours and 12 minutes. Major Scott estimated, however, that because of the devious course followed, she covered fully 3,200 miles, making her average speed 29 1/2 knots.

The big dirigible arrived here under her own power, largely through a lucky shift in the direction of the wind. She encountered stiff headwinds and an electrical storm over the Bay of Fundy late Saturday, and was running short of fuel. Major Scott decided to run for Boston and asked the United States navy to send aid. Early yesterday, however, the wind suddenly shifted while the craft was north of Cape Cod, and Major Scott decided to attempt to make Montauk.

Noel said President Pardo had message to that effect, and mechanics were rushed to Montauk from Roosevelt Field. The R-34 reached Montauk at 7 a. m., but the wind still held good, and there was enough petrol to assure a safe landing at Mineola, so Scott kept on.

Circled About Field.

The R-34 arrived over Roosevelt Field at 8:45. She circled about at an altitude of 2,000 feet until after 9 o'clock, her officers studying the general contour of the ground. Wireless communication established the fact that Major Hugh Fuller, who had been in charge of arrangements for landing, had gone to Boston when the first S O S calls were sent out by the R-34.

The dirigible's searchlight was suddenly shut off, and shortly afterward a man leaped from the forward gondola, a parachute attached to his waist. The man was Major John E. M. Pritchard, executive officer of the R-34. He made the descent to take charge of the landing, in the absence of Major Fuller.

Meantime the American naval "blimp" C-4 arrived over the field and circled about the R-34. She appeared like a toy in comparison with the huge British craft.

When everything was ready the R-34 was brought into position, a great quantity of sand shot out from the rear of the gas bag, her stern tilted upward, and she slowly sank to the ground. A drag rope was thrown overboard while she was about 200 feet up. This was secured to one of the concrete anchorages. Other ropes followed, and in a few minutes she was safely anchored.

Thirty Aboard Blimp.

The officers and men aboard the R-34, thirty in all, were tired, dirty and hungry. After exchanging greetings, posing for pictures, and talking to newspaper men, they ate, bathed, shaved and rested. Lieut. Com. Zachary Landowne, of Grand Rapids, Wis., the American observer aboard, said he had obtained valuable information regarding aerial navigation conditions over the Atlantic, which would be made available to the Navy Department.

The R-34's personnel was given a luncheon at 2:30. They retired early this morning and were out on the field again.

Pomp Marks Reburial Of Duke's Slayer Who Started World's War

SERAJEVO, Bosnia, July 7.

This little town, where the world conflagration had its origin in the assassination of the Austrian Archduke Francis Ferdinand five years ago celebrated the anniversary with a monster parade, the center of which was a flower-bedecked hearse containing the remains of the student Prinsip, who killed the Austrian heir.

The remains had been exhumed from the original grave in Vienna and were solemnly reburied in the local cemetery.

U. S. BREWERS WON'T GET WELCOME OF MEXICANS

American brewers, who now that the United States is dry, are seeking to re-establish their industry in Mexico, are meeting with strong opposition from the Mexican government, according to advices received here.

Many brewers, it was stated, have already sent representatives to Mexican cities, including Chihuahua, Monterey, Tampico, Vera Cruz and Mexico City, to negotiate for real estate. However, permission must be obtained from the Mexican government, the advices said. The government, has so far refused to grant permission to erect breweries.

Noel planned to outline his view to Acting Secretary of State Polk, who will arrive in Washington late today. Noel said President Pardo had planned to put in power an unsuccessful opponent of Leguia, recently elected President.

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Cross-Sea Air Service Predicted by Coffin in Interview Sent on R-34

By EDWIN W. HULLINGER.
(United Press Staff Correspondent.)
(By Airship Across the Atlantic.)

LONDON, June 30.—"An aerial mail from England to America, which, I believe, within two or three years, will grow into a frequent and dependable trans-oceanic traffic, begins with the voyage of the R-34 to Long Island," Howard E. Coffin, Council of National Defense, member of the American Aviation Commission, declared to the United Press here today.

In an interview which has the distinction of being the first regular news story ever carried across the Atlantic by air cruiser, Coffin forecast that peace will speedily bring tremendous achievements in this new art of transportation, so uniquely a product of the war.

"The United States in a like period will be crossed and criss-crossed by the trans-continental air-limits," he predicted.

"Five years—perhaps less—should see a great inter-continental air thoroughfare between North and South America."

"All the continents will be connected by crowded air routes during the next decade. What this involves in international brotherhood and prevention of wars is obvious. For the history of civilization's advance is largely a history of the progress of transportation."

"The air era is already at hand. This is the practical significance of this third crossing of the Atlantic within a month."

Coffin, a national authority on aviation, was one of the first big automobile manufacturers to offer his services to the Government in 1917. The American aviation commission arrived in England recently on its research tour through the allied countries of Europe.

"Several years—perhaps two or three—should suffice to place cross Atlantic flying on a commercial basis," Coffin said.

"I believe a large volume of passenger traffic will be released into the Atlantic air channels the moment air travel is demonstrated to be safe."

"Personally I expect the first fleet of passenger liners to be sea-planes rather than dirigibles. Owing to the great cost of constructing dirigibles, I doubt whether capitalists at first will want to sink such large sums in initial outlay, when they can draw fine profits from airplanes carrying twenty-five to thirty persons and costing comparatively little to build and less to operate."

"The air palaces will come later," Coffin plotted the probable routes of

the first transcontinental air routes. Three from east to west—one across the north, a second half way down, and a third from Florida to Southern California, largely following rail lines.

Of five from north to south, he drew one straight down the Pacific coast through Seattle, Portland, San Francisco, and Los Angeles. Another traced the course of the Mississippi. A third connected Cleveland, Buffalo, and Washington, D. C. The fourth skirted the Atlantic coast, and a possible fifth supplied the Mississippi valley along the base of the Rockies.

"One of the most important services they will perform will be transporting money," he added. "Now several days' interest must accumulate before a check deposited in New York can be cleared in Kansas City. On large sums the interest lost in this interval is astonishing."

"Bankers tell me an air express from New York to Kansas City, through Buffalo, Cleveland, Detroit and Chicago, would pay for itself just in money saved in interest."

"In the case of trans-Atlantic traffic, the interest margin would be cut between 500 and 700 per cent. This would be a long way toward defraying cost of maintenance; but, of course, trans-Atlantic operating expenses are proportionately much heavier."

WINCHESTER, VA., TO BE FREE OF SCHOOL TAXES

NEW YORK, July 7.—A school system for Winchester, Va., "ultimately to relieve the community of all school taxes," is recommended by the Rockefeller general education board. The board has just completed a survey of conditions under which an endowment, left by the late Judge John Handley for educational purposes, is to be expended.

It is urged the schools be under the joint supervision of the Handley trustees and the community, with an obligation on the part of the common council to provide at least \$15,000 a year. The provisions include the procuring of sites, buildings, and equipment of both white and colored schools.

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